

LESS WE FORGET:

"TO PROMOTE ESPERIT DE CORPS AMONGST ALL
MEMBERS OF THE ANTI-SUBMARINE WARFARE
INSTRUCTORS ASSOCIATION WHEREVER THEY
MAY SERVE"

ANON

Rec Vol. 39. MR ALW ALLEN
WATERLOOVILLE

THE SEAMASTER



THE OFFICIAL JOURNAL OF THE
ANTI-SUBMARINE WARFARE INSTRUCTORS ASSOCIATION

THE OFFICIAL JOURNAL
OF THE ASWI ASSOCIATION

OF THE ASWI ASSOCIATION

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ASWI ASSOCIATION COMMITTEE

PRESIDENT	CAPTAIN A G M A PROVEST
VICE PRESIDENT	CDR D A PHILLIPS
CHAIRMAN	WD(OPS)(S) P J KENNEDY
VICE CHAIRMAN	Mr P HERBERT
SECRETARY	CPD(OPS)(S) J SMITH
TREASURER	CPD(OPS)(S) H J MARTIN
SEAMASTER ED	WD(OPS)(S) A NOBLE CPD(OPS)(S) A BROWN
SOCIAL SEC	PD(S) D SHEPHERD
OSPREY REP	CPD(OPS)(S) D WILLIAMS
DEVONPORT REP	CPD(OPS)(S) P CLIPSTONE
PASSIVE REP	CPD(OPS)(S) T ENGLISH
EX SERVING REP	Mr P HERBERT

AUTUMN 1989

CHAIRMAN'S REPORT

Members

I write to you for the last time as Chairman of our Association. Throughout my term in office I have been most encouraged by the enthusiasm and support that you the members have shown. Over the last 18 months we have seen the membership grow, the interest in our activities increase and the Association flourishing just like it did in years gone by. This is all down to you for without your support we might still be in the doldrums.

As I said at the AGM, 1989 was used to promote our Association to the full. This we have achieved mainly by our charity efforts with maximum use being made of Navy News/Evening News and many other papers all of which gave us good cover. Our monthly meetings have been on the whole successful but there is always room for more.

The Annual Dinner this year was very well attended and despite the poor service and food most people had a good evening. I have had a letter from our principle guest, Rear Admiral Liardet CBE thanking us for a most enjoyable evening. My thanks go to John Smith/Dave Shepherd and Pincher Martin for their efforts this year.

Gentlemen, I thank you for your continued support during my term in office. The tankard presented to me on your behalf by Admiral Liardet was very much a surprise and an honour, rest assured it does have pride of place at home. I have despite the hard work enjoyed my time as Chairman, my successor has yet to be chosen please give him your full support... I wish him well.

P J Kennedy

EDITOR'S DLI

Hi Folks,

Well it's time to compile your "Favourite" magazine once again and, sadly for me, the last time that I will have the pleasure of doing this. I am moving on to pastures new around Easter next year and need to spend a little time getting my 'Ducks in one row'. Buster Brown kindly volunteered to take over from me after this edition and was duly voted in at the AGM.

I would like to take this opportunity to thank all of you who have contributed articles to make this one of the most varied and enlightening magazines of the three Associations. I hope that you continue to send in your 'Dits' so that Buster doesn't have to dig around too much.

What have you got for us this time, you may well ask. Well we have a little 'Mystery story' to keep you on the edge of your seats, we have the TAS Jottings from Tony Walton as well as your letters and usual bits and pieces. Enough to keep you occupied for a few seconds no doubt.

Before I finish, a few words from my 'Official Chair' as Sonar Senior Rates Course Officer. The ASWSC courses are still running with plenty of volunteers coming forward. With the current trend to start Cross Training at levels other than at Sea(S) and CPD(DPS)(S) more and more people are seeing the advantages of doing this very demanding and important course. Reports from sea are very encouraging and they are starting to get the recognition that they deserve. The problems at PD level with regards to numbers have been well publicised elsewhere but I'm sure that many of you are feeling the effects having to work alone. One solution to this

problem has been to train PD(R) as Assistant ASD's in certain type 42's. Although the course to train these guys is now complete and dates to run some have been identified, to date nothing much else has happened. Watch this space? Another solution to this problem however, is in your hands, and that is to encourage your Leaders to take their WPE's and to get through on course. This applies equally to Active and Passive rates. The backlog of people waiting to go on course is diminishing and we may well be in a position very shortly of having to cancel courses. The end result could be that you have to spend longer at sea with very little shore time in between ships. Crack those whips men.

That all from me folks, I hope you all have a nice Christmas and Santa brings you what you want and that the New Year is good to you.

Yours Aye

Nobby Noble

MINUTES OF THE SEVENTEENTH ASWI'S MONTHLY
MEETING HELD IN THE SENIOR RALES MESS.
HMS NELSON (GUNWHARF)
ON WEDNESDAY 30th AUG 1989

MEMBERS PRESENT

WO PADDY KENNEDY	CHAIRMAN
CPO SMUDGE SMITH	SECRETARY
CPO PINCHER MARTIN	TREASURER
Mr P HERBERT	EX SERVING REP
Mr JOHN ADAMS	PURBROOK
Mr JOHN ASHTON	HORNDEN
Mr HARRY MINCHIN	SOUTHSEA
Mr SAM SNELLING	CATHERINGTON
Mr DAVE BEKKER	DRAYTON
CPO JOHN WHITEHEAD	HMS DRYAD

APOLOGIES RECEIVED FROM

WO ALAN NOBLE	PRIOR COMMITMENT
WO GREG O'SULLIVAN	PRIOR COMMITMENT
CPO PAZ PARRY	PRIOR COMMITMENT
PO DAVE SHEPHERD	PRIOR COMMITMENT
Mr DIZZY DENNETT	HOLIDAYS
Mr DERBY ALLEN	HOLIDAYS

The meeting opened at 2007

The Chairman opened the meeting by welcoming all present to the seventeenth monthly meeting and the third here in VERNON. He also passed a special welcome

to John Whitehead joining us for the first time. The Chairman passed on the apologies of the committee members not present at tonight's meeting but prior commitments prevailed. The Chairman then asked that the minutes of the previous meeting be read and accepted as a true record of that meeting.

Proposed by Mr Sam Snelling

Seconded by Mr Dave Bekker

MATTERS ARISING FROM LAST MINUTES

1. CDR D A PHILLIPS (NEW CDR U)

As mentioned in the last minutes the new CDR U, our Vice President is now in the chair but due to leave and other commitments has still not been briefed on the Association and its activities. It is hoped that he will attend our Annual Dinner and Dance this year and also address the AGM.

2. The chairman informed the members for those who may not have seen it, that the photograph of the Charity cycle ride plus article appeared in the Portsmouth Evening News on Thursday 24th August and we are hoping that it may appear in next month's Navy News. Copies were also sent to Streetlife and the Journal and may still appear in these papers. He also apologised for the misstatement in the press that said it was his brainwave when it was in fact the Vice Chairmans original idea.

3. Mr Dizzy Dennett suggested at the last meeting the possibility of holding a skittles evening. This was thought to be a good idea and will be looked at in the future. Time is short at the moment for all committee members with professional and personal commitments and

the AGM/Dance must take priority. The Chairman stated that it is still hoped to hold this evening before Christmas.

CHAIRMAN'S REPORT

1. Tri-Association Committee Meeting

This term the host association is us. An agenda will be promulgated closer to the time but it is expected to be 'POST' AGM/Dinner Dance (probably November).

2. The Chairman stated that an article on meetings and the Annual Dinner and Dance had been sent to the Navy News for inclusion in the September and October issues. Mr Pat Herbert stated that he had bought a copy of September's Navy News that day and the article was in there but with no mention of the monthly meetings.

3. VICE CHAIRMAN SITUATION VACANT

The chairman informed the members that the post of Vice Chairman becomes vacant in the near future as our current vice has a sea draft. The post will be advertised in the normal way with proposers and seconders and if the position is filled at a monthly meeting it will be ratified in the normal way at the next AGM. Paz has informed the committee that he will carry on in his capacity of Vice Chairman until after the Dinner/Dance.

TREASURER'S REPORT

The Treasurer reported that the accounts are now running smoothly in the Dryad Central Fund and as

mentioned at the last meeting all our accounts are now held in this fund from the 1st August but the Treasurer still results our books separately as in the past.

The Association Account to date stands at £2367: 50

From this £994:04 is Charity Money

£600:79 is Dinner/Dance money

£772:73 in the Main Account

DINNER AND DANCE ACCOUNT

£600:79

this includes £299:73 brought forward from last year and £361 from 21 ticket sales so far this year.

CHARITY ACCOUNT

The Charity account now stands at £994:04

Note: Money banked from the cycle ride so far is £478 but we still have money to collect from within Dryad and from the Portland chapter.

MEMBERSHIP

Our membership to date stands at 150

serving members 98

ex serving members 52

With the absence of the Vice Chairman and the Social Secretary there being no other business on the agenda, the Chairman asked if there was any other business.

1. Mr Pat Herbert said he was perturbed by the non attendance of serving members at these meetings. It seems as though the ex serving members outnumber the serving members at every meeting.

The Chairman said that a majority of serving members who used to attend these meetings have now gone on draft but it was still advertised within Dryad and in the Seamaster and hopes by word of mouth etc; more members are encouraged to attend, This meeting being so close to leave cannot be considered as the norm.

The next meeting was planned for Wednesday 27th September at 2000.

There being no other business the meeting closed at 2033

J. Smith
CPO(DPS)(S)
Secretary

MINUTES OF THE EIGHTEENTH ASWI'S MONTHLY
MEETING HELD IN THE SENIORS RATES MESS.
HMS NELSON (GUNWHARF) ON WEDNESDAY
SEPTEMBER 27th 1989.

MEMBERS PRESENT.

WO PADDY KENNEDY	CHAIRMAN
WO ALAN NOBLE	SEAMASTER EDITOR
CPO PINCHER MARTIN	TREASURER
CPO SMUDGE SMITH	SECRETARY
CPO PAZ PARRY	VICE CHAIRMAN
MR PAT HERBERT	EX SERVING MEMBERS REP
CPO YORRY CUNNINGHAM	HMS LONDON
PO SCOUSE RIMMER	HMS CAMPBELTOWN
CPO STEVE WILL	HMS DRYAD
CPO JUMPER COLLINS	HMS DRYAD
WO MICK PREECE	FOF 1
WO ALAN LOVEDAY	FOF 1
PO BOB BURTON	HMS DRYAD
MR DIZZY DENNETT	CLANFIELD
MR DERBY ALLEN	WATERLOOVILLE
PO DAVE COSH	HMS DRYAD

APOLOGIES RECEIVED FROM :

PO DAVE SHEPHERD
CPO ROD RODAWAY
MR JOHN ASHTON
MR JOHN ADAMS
MR HARRY MINCHIN

THE MEETING OPENED AT 2005.

THE CHAIRMANS ADDRESS.

The Chairman opened the meeting by passing on the apologies of the members absent from the meeting and especially on behalf of PO Dave Shepherd who was in hospital for an operation. The Association wishes him a speedy recovery. The Chairman also welcomed a few new faces to the fold, Mick Preece and Alan Loveday from the Plymouth Chapter, Yorky Cunningham from HMS London who we see now and again and also Scouse Rimmer now he has joined HMS Campbeltown, Juniper Collins and Steve Will (Chairman design) also joined us for the meeting and it was nice to see the serving members outnumber the Ex-serving members for once.

The chairman then asked if the minutes of the last meeting be read and accepted as a true record of the meeting.

PROPOSED BY : MR PAT HERBERT
SECONDED BY : CPO PINCHER MARTIN

CHAIRMAN'S REPORT.

The Chairman stated that he did not have much to report this meeting except for the following points:

1. The Dinner and Dance preparations are going well and ticket sales were very encouraging. The top limit of 120 for the dinner looks as though it will be reached. All guests have now confirmed for the dinner.

2. All progress and plans are now finalised for the AGM. The security state should not affect the entry for the Ex-serving members and they should make plans to arrive at Dryad at approx 1000.

Most Ex-serving members attending the AGM should now be in possession of a membership card.

3. The ongoing saga of the WD bar which has now unfolded continues, with talks still progressing with the new Mess President.

4. The positions of Vice Chairman and Seamaster Editor become vacant shortly and volunteers are required for these billets. Both positions have been advertised in the normal way and at present we have one volunteer for each post. Both these positions will be voted on at the AGM.

5. The Chairmans position also becomes available on the 1st of January 1990 and volunteers are required for this position. We already have one volunteer who is a WD design, but the position will be advertised in the normal way. This post will be voted on at the November meeting.

The Chairman having no further points to raise handed over to the Vice Chairman for his Charity update

VICE CHAIRMAN'S REPORT

1. The Vice Chairman informed the members that all fund raising events have now ground to a halt with £1248.94 in the coffers. We still have small amounts trickling in and hope to make a £1300.00 donation to the charity at Christmas. A big thank you was passed by the Vice to all members who helped raise the money either by participating in events or putting a lot of effort and leg work into the collection of sponsor money etc!.

2. Being his last meeting as Vice Chairman, yet another Thankyou from him to everyone, both on the committee and in the audience for their support and backing throughout his time in the post.

A vote of thanks was passed to Paz for all of his sterling work put in during his time on the committee.

TREASURER'S REPORT

The Accounts to date 27-8-89

TOTAL £3343.79

CHARITY ACCOUNT

£1002.94

Note: To come in:

£ 200.00 from S/R's Mas B-B-Q

£ 46.00 from the cycle ride making
a total raised £ 524.00.
WELL DONE CYCLISTS

Making a total in the Charity Account of £ 1248.94

DINNER & DANCE ACCOUNT

£1456.73 so far

Note: £239.73 from last year B/F

Numbers coming to date: 76 paid plus 10 guests.

Another 15 known takers paying at the end of the month.

MAIN FUNDS

£ 884.12

Note: Members to date 27.9.89

Serving	100
Ex-serving	59
Total	159

In the absence of the Social Secretary there was nothing to report on the Social Programme except that already covered in the Chairman's Report reference the AGM and Dinner and Dance.

A.Q.R.

Yorke Cunningham stated that it's been a great year of the Association and asked for a Vote of Thanks to the Committee for the excellent work done so far.

As an Association we seem to be getting stronger all the time.

Nobby Noble informed the members that he heard from Dougy Jackson in South Africa and had received a small package containing a booklet of crests used by their various services. We thought that some may be displayed in our clubhouse. Dougy had also promised to send us some semi-precious stone necklaces for use in a raffle etc..

The Vice Chairman stated that he had been approached by the Elizabeth Foundation with tickets for their Annual Dinner to be held on the 21st October. The price would be £35.00 a ticket. Any takers see Paz after the meeting.

Nobby Noble said that all items for the next copy of Seamaster had to be received by the 15th November for inclusion in this edition. The next meeting was planned for the 29th November as there wouldn't be a meeting in October due to the AGM.

CPD(CPS)(S) PARRY
LEWIN BUILDING
SMOPS
HMS DRYAD
23 10 89

Dear Ed and Members,

As my time in the "Vice's Chair" draws to an end and I happily toddle off back to the green crinkly stuff(resolutely clutching a grip full of Stugeron!) I thought I'd jot down a few words and figures with regard to our adopted charity.

At the end of last year we-as a committee decided that the main focus of our attention in 1989 would be the Elizabeth Foundation and the rebuilding of the good relationship we have had with them in the past. This was successfully achieved through a combination of visits, members attending functions organised by the foundation and our providing equipment for some of their functions.

In addition to this, through some sterling work on the part of yourselves as members we have managed to raise nearly £1400 for the foundation. This can be broken down as follows (with apologies to the Treasurer for 'borrowing' his excellent report and it's comprehensive breakdown of the Charity Account);

PD(S) 97 Course charity football match	£106 00
PWD(ASW) sponsored beard shave	£168 00
LS(S) Gibbs(RNZN) piggy bank raid	£ 5 73
Mr Dizzy Dennett donation	£ 5 00
Paddy Maher/Jim Park half marathon	£ 62 00
PD(S) 101 course Volleyball match	£135 00
Dryad Pancake race	£ 30 46

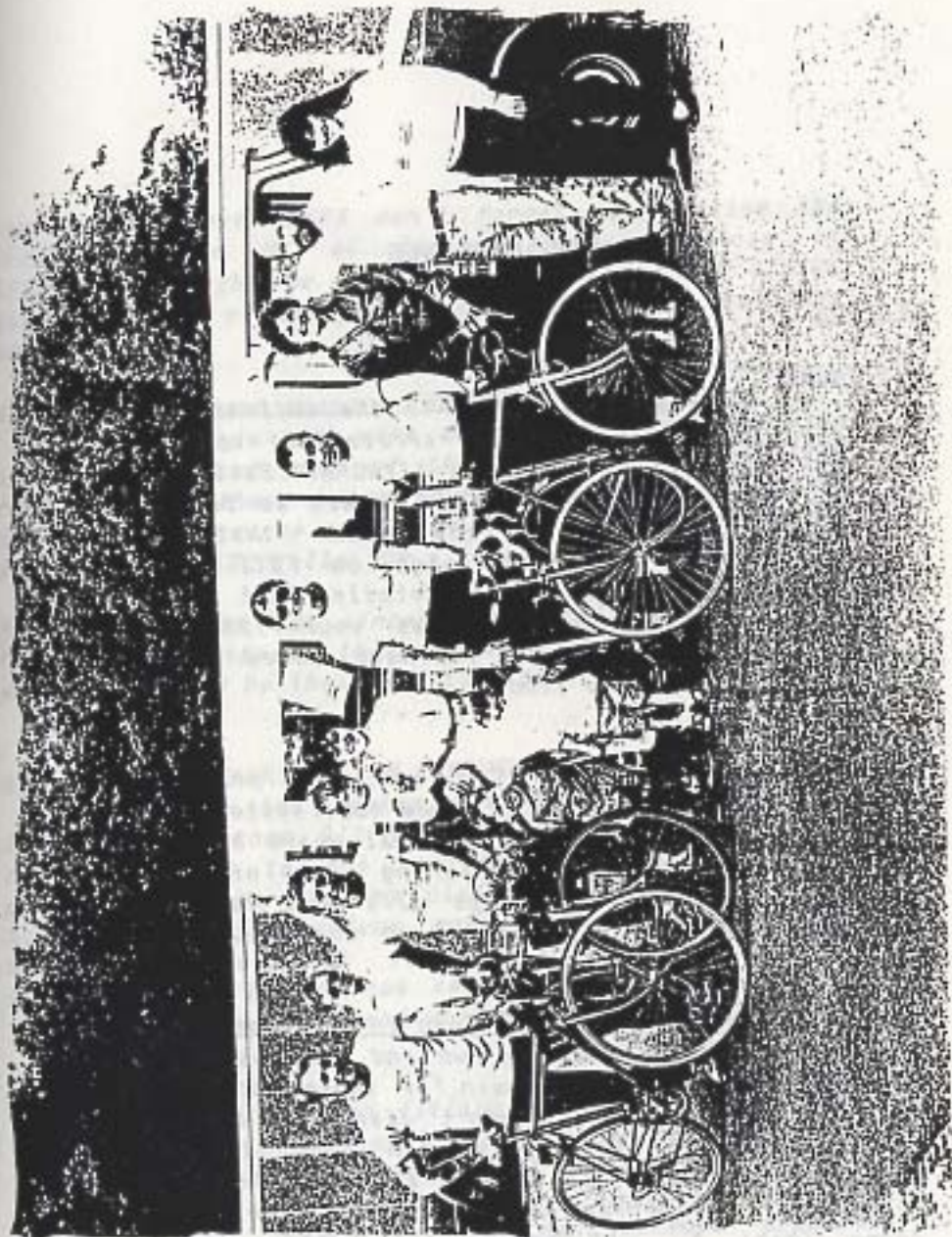
WO & SR Mess BBQ	£200 00
Cycle ride to Portland	£524 00
Dryad Car washing	£140 53
Interest on the account	£ 18 36

The total received to date is £1398 93 and still to come—we have money raised during Dryads "wear what you will" day. So, I would like to take this opportunity to thank everyone for all their efforts throughout the year—whether it was as a participant in a particular event or as someone who put in all the legwork when it came to distributing the various forms and collecting the money after the event.

In addition I would like to express my gratitude to my fellow committee members for their assistance during my term in the chair as Vice and also wish Pat Herbert every success once he takes over on November 1st.

That's it from me, the kits packed, I've dusted off my pins and calculator, Chatham here I come! (now where did I put that Stugeron?...))

Yours Aye
Paz—Vice Chairman (retd)



IAS JOILINGS

WEAPONS

1. STINGRAY

The long awaited update to the software of your favourite weapon is about to arrive. Once updated the improved weapons are known as STINGRAY#. Basically the physical aspects of the torpedo remain as before, it's what it does once in the water that changes dramatically. Keep a close watch on FOTI 0813 and CB0868DA(16) for the exact details that can't be mentioned here. Consider this as your 1989/90 Xmas present. I believe that once you have opened the parcel you will like what you find.

2. STWS 3

Batch 1 and 2 T42 men, your prayers are answered. Not too far away is a new tube system for you-fitting plan is spread over several years because you little devils keep disappearing out of dockyard reach. But eventually all type 42's will have a tube system. Batch 3 T42 guys will keep what you currently have.

3. MK 46 Torpedo (now a little long in the tooth)

The variant that we own and have used for the last 20 years is on the wain. For those who no longer have it on board, please don't disregard either your tactics or your SOC checks with this item. In it's improved form (MOD 5) it will be at sea with NATO for a long time to come. You could be given some by a NATO 'Ammo Ship' by RAS, therefore we MUST retain the capability of preparing and launching this weapon. When

you do the next CASEX don't forget to exercise the procedures for MK 46 firing alongside those of STINGRAY (it might be for real next time). FTM 375/88 gives details of equipment and books to be retained onboard.

4. ATW (Ahead Thrown Weapons for the younger element)

The end is nigh, wipe away another tear, only two systems left and both of these have a limited life remaining. All those happy hours of Mortar/Squid drill during TASI's course and later never to be repeated-not unless son of 182 calls for a thrown weapon-maybe eh?

5. A belated but sincere congratulations to Colin Fells and Lindsay on their wedding on 15th July '89-a superb time had by those who took part in the serial.

ASW PROJECTS (THANKS TO IAN CAMBURN)

Contrary to popular misconception there is a life form in room G11 Lewin. But it's life cycle is closely geared to the current momentum of certain projects, so when passing please don't blink, you may have missed a momentous move forward. On the other hand, on a good day fire retardant No 8's are essential. (The Doctor has confirmed that the area of scar tissue on my forehead will eventually go away).

1. 2050 EQUIPMENT

The delivery and fitting of 2050 is running as programmed, with operational equipment reportedly, almost achieving design acceptance standards (with the exception of CW) and Passively against surface contacts. Trials which are imminent should produce

hopefully encouraging results boosting User confidence in the equipment.

2. 2050 INTEGRATED TRAINER (MER 1/7)

Development and production has ceased caused by contractual problems, but the project are confident early resolution should not delay the programme greatly.

3. 184P PHASE III

The new modified operators consoles have been to sea! U FAC Staff were extremely impressed with the performance of the Sonar (even under limited conditions) both Actively and Passively. Operators now have colour data displays with touch control keys, both of which are User friendly and undoubtedly enhance the performance of this 'mature' sonar.

4. 1092-2016 ONBOARD TRAINER

Still receiving glowing reports from sea. The first formal user/maintainer course is about to take place at THORN EMI at Woking, hopefully this pilot course will set the trend for future courses, although the current PJT will still be available at SMOPS.

5. FUTURE TRAINING EQUIPMENT

A. 2057. Two consortiums are presently tendering to provide equipments which will include Onboard and Shore Training facilities (watch this space).

B. 2050 Skill and Sub Team Trainer. The requirement has gone to DOR (sea) along with several other items of Training equipment for SMOPS to be

hopefully put forward as a proposed alternative assumption in LTC 90 (watch this space).

OCEANOGRAPHY (THANKS TO HUGH CALEY AND TEAM)

A word from the 'OGGIES': it isn't often we, here at the Applied Oceanography Centre, find time to put pen to paper (metaphorically speaking) but when something of great professional interest to you all crops up we feel we MUST pass it on. This is one of those times.

1. INITIAL DETECTION FORMS

The general standard of Initial Detection Reports could be improved and the main reasons we have found for this state of affairs are that:

- a). There are no guidelines for filling in IDR forms
- b). Knowledge of Range Prediction procedures are poor
- c). Results are not checked prior to despatch

To alleviate these problems (or at least the first two) a set of guidelines are being produced by ADC along with a slightly revised IDR form. These should be sent to all Sonar fitted ships in the near future. It is intended to amend BR 4023(2) Annex 1D in due course.

It is possible for us to arrange a short Range Prediction refresher course for anyone who requires it. These are run on a pot luck basis and can be booked by contacting the Training Planning Office (Hobby Clarke) and arranging a time to suit both ADC and the ship. However, it helps if we know which way to weight the course, ie, OC Theory, Range Prediction, Instruments, Bathy log and codes, so give us a ring initially to discuss your requirements. We are on Dryad extension 4535.

CPD(OPS)(S) T FORDAGE
LS(S) Course Office
LEWIN Building
HMS Dryad

The Mystery Of Britains Strangest Lighthouse

A huge dark cylinder of latticed steel 40ft across, positioned on a concrete base 80ft thick, dump the whole lot into the sea, secure two lights on it's top, 90ft above the waves, give it a name, and there you have Britains strangest lighthouse, the 'Nab Tower'. The first real sight of home for Jolly Jack (us Pompey Natives) returning from foreign parts, or whatever? Also a familiar sight to Channel Yachties, Ferry passengers, local fishermen and other returning voyagers.

Striking to the eye and looking so out of place, you can see it's Bridal Cake silhouette on the horizon for miles. But, as thousands of people ask every year, what exactly is it, and what is all the mystery about? It seems incredible that anyone should have been crazy enough to build such a monstrous tower out there at all-or so it seems, until you discover that no one really intended it to be there at all. And furthermore, it was built on land and actually towed there. Far more questions are asked about the Nab Tower than the better-understood Spithead Forts, so standby; and enjoy the story of it's strange origin.

In the early months of the last year of the First World War, an Admiralty brought closer to despair than people realised by the almost unchecked inroads of German U-Boats into our Merchant Fleets, swiftly decided upon a number of drastic and revolutionary methods of

counter-attack. One or two inventive and unorthodox brains were given complete freedom. Most startling was a plan to close the English Channel to all but friendly shipping by sinking a line of six fort like towers across the Straits of Dover (at £1 million apiece) and linking them with steel boom nets.

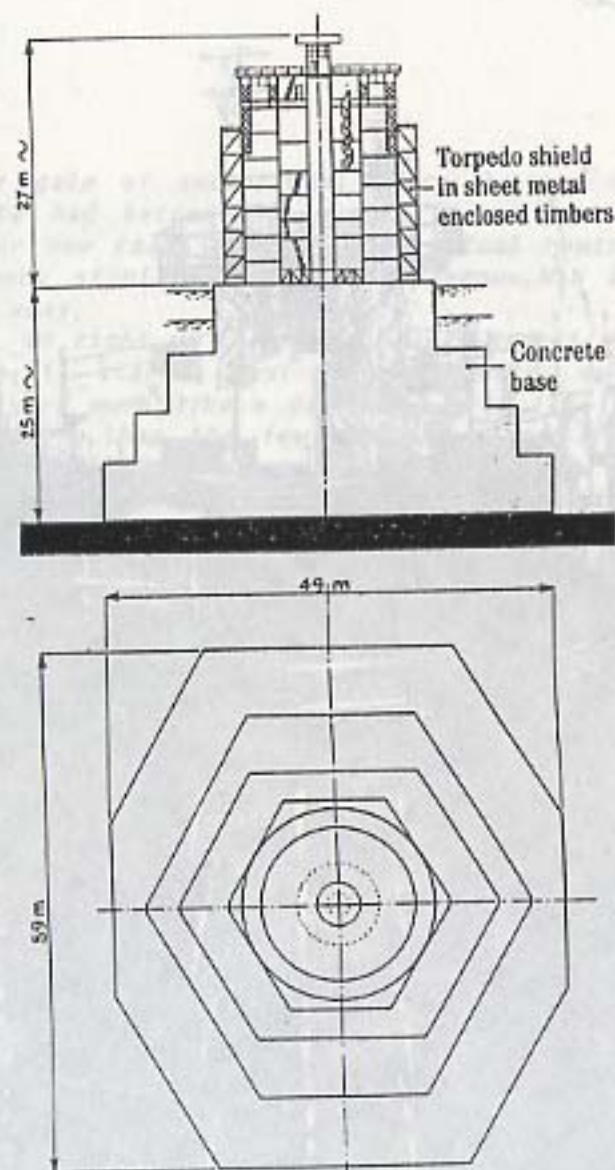
The idea looked fool-proof and, within weeks, two such towers were laid down in a quiet backwater of Shoreham Harbour, Sussex, bringing sudden and shortlived prosperity and speculation to this tiny Channel seaport. Shoreham was chosen for it's seclusion, it's nearness to the Channel stream, and it's unlimited supplies of shingle for concrete making. Nothing like these monstrous edifices had ever been attempted before. They were designed to sink, in some 30 fathoms by flooding a hollow base, on top of which a 90ft cylindrical steel tower should remain above high water. The civilian designer, Mr G Menzies, deserves a measure of immortality for his amazingly successful design, which included making the vast honeycombed concrete bases, each shaped like a ship with pointed bows and stern, for easy towing out to the chosen spot at sea.

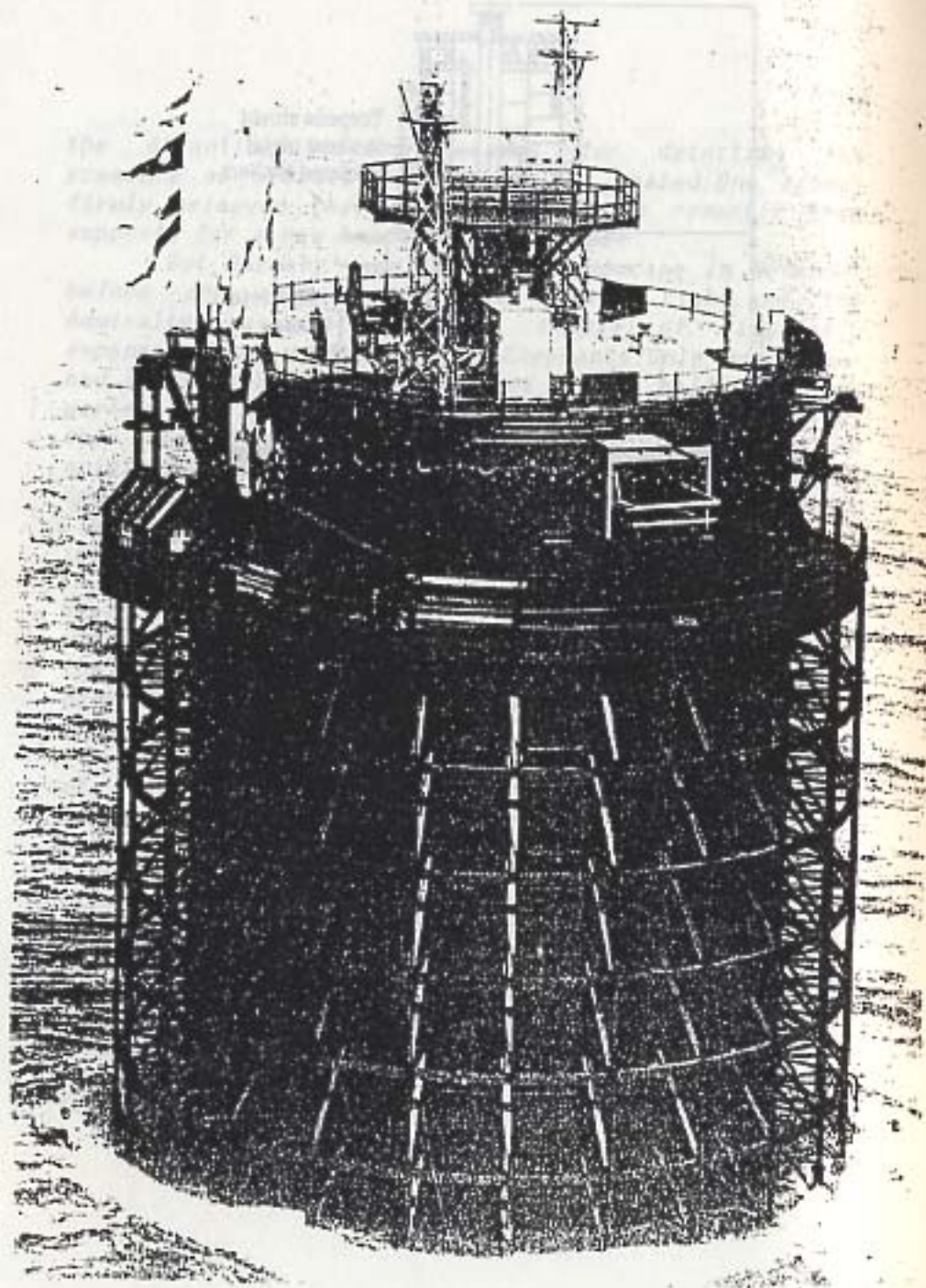
Many Non-Combatant workmen were rushed down to Shoreham, and soon the towers began to grow. So did the rumours about there purpose, fostered by authorities most anxious to keep the real purpose a secret. With the mystery towers', the Press of 1918 had hit upon an Epithet that was to cling to one tower over 60 years afterwards. The rumours were even more fantastic than the structures themselves: twin grappling towers to be sunk over wrecked merchantmen to salvage them by the simple expedient of pumping air into both; tough mobile forts for engaging submarines in mortal combat out in

the Atlantic; listening columns for detecting the presence of U-Boats lurking on the seabed. One school firmly believed they were nothing more romantic than supports for a new bridge at Gravesend!

But Germany's collapse on land came in November before any rumour could be proved right, and the Admiralty was left with a couple of singularly expensive and useless White Elephants. Only one tower had, in fact, been completed, and it's half finished partner was broken up again. A Naval brainwave decided the fate of the solitary giant: it would be sunk as originally planned, but at the eastern end of the Spithead approaches. There it could replace the old Nab Lightship and serve as a Naval Defence outpost of immense value into the bargain.

If there were any who doubted whether Menzies brainchild would ever settle to the bottom of the sea without capsizing (as its prototype model did during the original construction) - and there must have been many - their fears were first magnified and then finally allayed one specially calm day in September 1920, when two antique paddle-tugs chugged their gentle course out of Shoreham Harbour with the mystery tower floating like a play raft in tow. The new Nab behaved perfectly and when, within a stone's throw of the now dwarfed Lightship, her great base was opened to the sea, down she slowly went, tilting rather alarmingly to one side. But no disaster befell the anxious crowd of technical spectators riding on the top deck, and before long she had settled firmly on the bottom, kept steady on the rocky tip of the Bembridge ledge, from the nearby Isle of Wight, by the immense volume of water inside the four decks of the base. There she has stood, in about twelve fathoms ever since, only once lifting slightly during a





winter gale of exceptional force, The one time U-Boat defence had become the mystery tower and what every Mariner now calls the Nab, a perpetual reminder of the not very significant, though dangerous, Nab Rock a few miles away.

Go right up to the Nab today and it's sheer bulk amazes. It stands most incongruously out of the water, very much like a gasometer with it's added steel scaffolding, then the few upper feet of it's concrete base are seen, and one realises that it is not floating. Nowadays, it is a busy and vital hub of shipping assistance, Merchant and Private yachting as well as Naval. A visit is like an adventure. When your boat has finally made fast to the landing stage - and that is a difficult and often impossible task in rough weather - you dizzily ascend the the iron monkey ladder up the outside for 80ft, and finally step on to the guardrailed top, dominated by two lofty radio masts, and a perky little glass look-out cabin on a raised platform in the centre.

Then, on a lower plane of view, the two great turret like lights catch the eye. Red to the north, white to the south, their electric beams flashing one second in every ten, must have guided countless ships around the rocks into the deep water for Portsmouth and Southampton. The mighty Queen Elizabeth II from New York takes her turn round the flashing Nab, along with many other giants of the sea. In fog, a strident warning comes in 2½ second blasts of ear splitting density from the Diaphone fog signal and, if a skipper fails to hear that, there is a massive bell stroke every 7½ seconds.

So far however, save for it's invaluable height above the water, the Nab seems little more than a lighthouse. But to that, add it's present day uses as a

Radio Beacon for giving directional aid to all ships, reporting those in distress and passing on the thousand and one messages that make up the daily routine of the Navy, a Radar experimental station constantly trying out new signalling devices, a Tidal Observation point, a dropping point for Spithead Pilots, and an observation post that can be quickly transformed into an armed fort in an emergency. Deep inside the tower, above the huge Diesel Generators that produce the electricity, there is accommodation on eight decks for 90 men, though in peacetime it's crew numbered but three. In keeping with the Trinity House policy of automating all Britains lighthouses, the Nab was made fully automatic after well over 60 years of manned life.

Until then however, with one man always ashore on a month's relief, the select little company of four Nabmen were the chosen few of all Trinity House lighthouse keepers. Not for them the cramped and swaying lightship, nor the pencil-slender lighthouse: their home for two month spells of duty offered roomy and snug quarters, with space to take plenty of exercise.

Nevertheless, the tower was relieved only once a month by tender from Cowes, a visit that meant fresh food, new bread, mail, newspapers and a fresh face for the crew who considered it took them a week to settle down again to their fixed and solitary routine, baking their own bread, living out of tins and so forth.

The loneliness on the Nab could be as great as that on the most isolated lighthouses, especially in winter, but it was always believed by the close passage of a fascinating pageant of shipping from all over the globe, and the visits of an Isle of Wight Padre bringing creature comforts and conducting a brief service for

the Nabmen. But in winter, not even the chaplain could make his regular landings by launch from Bembridge. The rain and wind beat noisily on the metal casing of the tower, while at all seasons the experience of living in an all metal structure brought it's own special discomforts of heat and shivering cold.

If the Nab was a lonely place, it's little crew were a contented lot, mostly young, with the lighthouse keepers philosophy of lonely contentment, and homemade pleasures like handicrafts. And twice a day there was the informal link up with all the other keepers round our coast. In addition to looking after the light, the fog signal and the massive generators and the radio, the crew also logged passing shipping, their leisure time was spent fishing with handlines from the top platform, and by using powerful electric lamps at night to attract fish. On fine days they caught Tope, Bass, Conger Eel, Cod, Squid and Lobster from their little whaler anchored close by. They also bird watched. Many species settle on the tower and lights, and in the manned days the crew used to revive exhausted migrators. Carrier Pigeons were frequent visitors. Once Fantail Pigeons were "on the strength". Now all these days have passed.

The mystery as to the Nabs origins and purpose still clings about its gaunt grey starkness now alone out there in the middle of the sea but it remains a unique tribute to British ingenuity, skill and native eccentricity. Surely no other country could invent such a weird erection.

Well Gents, there you have it, surprised? I was. I wonder how many of you have had discussions about the tower while preparing your Parts of Ship, or just thought about its unusual size, shape and position when

passing. A model of the Nab tower, and much information about it's history, can be found in the Bembridge museum I.O.W and is well worth a visit.

WD(OPS)(S) S Rodgers
Commander Surface Ship Acceptance
(Underwater Weapons)
Admiralty Research Establishment
Southwell
Portland
Dorset

Dear Ed and Members,

The horrors of Portland and the prospect of 'Work up', particularly whilst entering/leaving harbour, used to be interrupted by my curiosity as to the grey structure moored within the haven of the breakwater.

Now that I am employed at ARE(S) Portland, I thought I would investigate this strange vessel and pass on my findings to those who, like me, have been puzzled by it's existence. I am talking of course about RDV CRYSTAL.

My article for the SEAMASTER would not be possible without the co-operation and valuable experiences of the crew and ex crew members who have provided me with not only the technical data enclosed, but also a very interesting tour of the vessel. I am particularly grateful to the Head Scientist, Gordon Andrews and Dr John Pyett who shared their personal experiences of the vessel and provided me with documents and historical data, and Dr David Randles who has very kindly authorized the inclusion of this article in our magazine.

Yours Aye

Steve Rodgers

RESEARCH AND DEVELOPMENT VESSEL CRYSTAL

RDV CRYSTAL is a unique vessel operated by ARE (Portland). She was built in Devonport Dockyard in 1970/71 for the calibration of sonar devices. Although she was not the only vessel to carry out this task, CRYSTAL was the first purpose built unit.

During the 50's and early 60's the paddle steamer HARBINGER, the DUNVEGAN, SARPETA 2 and the X216 were moored in Portland harbour and shared the trials of sonar devices. All had been adapted by the addition of calibration structures 'tacked on' outboard of the hull. The ships were exposed, limited in application and were vulnerable to damage from vessels coming alongside. Subsequent ships, the J FARLEY, DUCHESS OF ARGYLL and an old German training ship, the BROADWAY, played their part, but it was clear that a larger vessel would be required to increase the test distance for devices and improve the handling facilities of large arrays.

Of the three versions suggested as the test bed for the future, surprisingly the largest and therefore more expensive design was accepted. The new vessel would incorporate better equipped laboratories, power supplies provided from shore and large cooling plants for chilled water.

The specifications proved unusual and caused some scepticism from the ship design engineers and constructors. The vessel required a draught of 6 feet, to be flat bottomed and to support a 94 foot tower at its stern; outside contractors were not prepared to take on such a task. Due to the paucity of work within the Devonport Dockyard it was decided that they would undertake the task.

CRYSTAL was built on a slip in South Yard. Due to the thin hull design and flat bottom, temporary framework and strengthening were added to the vessels lower compartments to prevent the breaking of her back as she entered the water.

Designed and built for sheltered water, Portland was selected as the most suitable harbour for the mooring. Having no form of propulsion, RDV CRYSTAL relies totally on towing facilities.

She was designed expressly for making acoustic measurements on transducers and other sonar components in their natural element, seawater. The vessel has a variety of special mechanical and electrical equipment for testing anything from a miniature hydrophone to a large sonar array weighing many tons. Many of the acoustic measurements are made at frequencies between 100hz and 600Khz.

Many of our Medium Range Sonars from 170 to 2016, elements of Torpedoes from Mk 44 to Stingray, Sonobuoys and Towed Array have been tested on CRYSTAL. These trials do not usually include the sonar processing suite, as they are normally designed to check that the acoustic performance of the unit concerned meets the required specification.

The 94ft tower houses the Heavy Duty Station which is used predominantly for array/dome testing up to 100 tons. However, structural vibration trials on sections of ship and submarine hulls, sonar dome water impact tests and large spread sonobuoy trials have also been conducted in this area. At the bottom of the tower is a large well, 60ft by 60ft, sited within the vessel's flat bottom. On one occasion, more than 70 jellyfish were counted within this space and the large openings along the vessel's length. A number of mullet can usually be

found within these spaces.

As well as the large test station aft, there are 17 two ton single shaft and two ton twin shaft stations along the vessel's main deck. Used for small arrays, simulation of depth can also be achieved at these locations by the use of acoustically transparent pressure pots. The water depth below the flat bottom is 55ft and arrays are positioned down to mid depth.

A further Dome station is located forward with a maximum load of 35 tons. It has twin concentric shafts and was designed for handling large sonar dome and array combinations, with the ability to rotate dome and array separately, the largest being the sonar 2016 array/dome combination. Both the Heavy Duty and Dome test stations have associated cranes of 10 and 15 tons capacity respectively, which are used for the transfer of arrays from the delivery vessel to CRYSTAL.

The number of independent acoustic experiments that can be conducted at any one time is normally limited by mutual acoustic interference to a maximum of three. CRYSTAL is currently operating at about 75% of its capacity, with 48% taken up by ARE research tasks, 25% by DGLW project tasks and 2% on commercial work. A further 7% of notional capacity is taken up by maintenance periods.

Non acoustic work has also been carried out onboard the vessel, including Radar tests for sea scattering and checks on decent rates of disposable sonobuoys, both taking advantage of the high tower but also making use of the stable platform and water conditions.

A range of expertise is provided by the 30 or so crew members of the vessel's staff including a Senior Scientist, Bosun, Chief Engineer, Master, labours, mechanics

and not forgetting of course the canteen lady.

During the early part of the vessel's life, she was towed to Devonport for refits, the last being undertaken in 1981. Since that time developments in technology have allowed her to remain moored in PORTLAND harbour whilst maintaining her ships husbandry. The hull undergoes a bottom scrape and underwater paint job yearly. Painting underwater is effected by divers using circular paint brush fed by a hose from the upper deck and held to the vessel's side by a magnet. Rusting is minimized using Cathodic Protection.

Two large fully equipped laboratories are available with a combined floor area of 4,000 sq ft. Work benches with a comprehensive range of power supplies divide the laboratories into bays. Consoles for the control and monitoring of the two ton stations are located within the laboratory bays. The dimensions of the vessel are:-

Length -	413ft
Beam -	56ft
Draught -	6ft
Displacement -	3,400 tons.

Further information:-

Four point mooring stern on to the SW wind.
Main power supply - 3,300 volt flexible underwater cable from public supply.
Diesel Generators - 2 75Kw and 1 300Kw.
Propulsion machinery - none.
Station separation 6ft - 100ft.
Roll motion typically less than 1 degree Max 3 degree.
Homogeneous harbour with constant salinity.

Tidal depth range 3-4ft.
Maximum Operational Sea State - 6.

As well as offices, laboratories, handling spaces and test stations, Crystal has a galley, dining area and mess facilities to ensure full support for trials teams. Contrary to belief, the large tower on the stern of the vessel does not contain cabins-in fact there are no facilities for overnight stays.

OSPREY IN THE THIRTIES

When I mentioned to my mess in Chatham Barracks in 1981 that I was going to Osprey to qualify SDO, I received some very queer looks. The general opinion seemed to be that if you were already half way round the bend an ASDIC course would finish the job off and send you completely crackers.

Undeterred I eventually arrived in Portland to find that the A/S school was much nicer than I had anticipated. After the harsh routine of Pembroke it was home from home. Besides which the nearest Gunners Mate was either in Pompey or Devonport, so life was bound to be easier. But to get back to the purpose of this article, I noticed when reading the Chronological History of the TAS Branch that ASDIC is not mentioned between 1919 and 1940.

It was in the thirties that ASDIC really began to be the most important weapon in Anti Submarine Warfare. Type 114 and 115, fitted in the Portland A/S Training Flotilla were pretty crude by today's standards but they produced results.

Every working day classes from Osprey went to sea whatever the weather. The Flotilla consisted of four World War One vintage TBD's-Torrid, Thruster, Rowena and Salmon. The latter's name was changed to Sable when the S Class Submarine Salmon was commissioned. There was also the PC 74 which would roll in the proverbial teacup. Not a very popular ship! In those days the oscillator was trained by means of a large motor car wheel and transmissions made with a handkey. Ranges were obtained with a stopwatch calibrated 0-10000 yds.

The ships operated in pairs carrying out alternative dummy attacks. The submariners entered into

the spirit of the game doing their utmost to outwit us, but by and large we usually emerged the winners. At least we raked in all the fish that floated stunned by the small guncotton charges we used for the sub to indicate her position.

Of course, most of the success depended largely on the skill of the operator. Most operators could tell the difference between a high or low pitched echo. The skill came in when all the variations of Doppler Effect could be recognised immediately the target altered course. It was discovered that people with an ear for music were usually the best.

By the outbreak of World War Two, Asdic sets had improved tremendously. Most ships were fitted with Type 128. The old instrument A/S 5 was replaced by a Range Recorder and Transmissions were automatic. Domes could be raised and lowered and the oscillator trained by a motor controlled from a Gyro repeater in the cabinet.

Now back to Osprey. From Portland Bill to the entrance to the harbour, indicator loops were laid out on the sea bed and later oscillators on tripods. Watchkeeping was carried out on these installations so that it was virtually impossible for a submarine to enter Portland Harbour undetected.

Life in Portland and Osprey in particular in the thirties would fill a book. There is much to write about. I for one was always thankful to return there after a spell at sea. Osprey was a very happy place to be fifty years ago.

Fred Le Mage

CPD(DPS)(S) MARTIN,
ASUAT 6.

A cryptic dit from the Asuat Park, (you know the blue haze behind Lewin Building). Seasonal greetings to you all from the beavering boy (and girlies) of the blue lagoon.

All is bright, all is calm in the ancient world of the Asuats. As we live in the past we strive to update for the future.

Talking of the old, and the past, I'll start with Asuat 7. Good old Asuat 7 pings on, still with the three tried and trusted 184m's with an even older cpo 'Smudge' Smith at the helm. (I wonder who, will go outside first!).

Although numbers of new entries are dropping, and 184 courses reduced, don't forget all you seagoers continuation training and s/m time is of the essence, therefore 7 is available to you all, (especially you GUZZ rates who have trouble leaving the wall).

Moving down stream from here we have Asuat 6, a little poorly after its divorce from 5 but still endeavouring to maintain standards. With a couple of 184m's to back up the Caa's and Adaw's Ops Rooms, its all seems to be held together with a wing and a prayer. For my sins I hold the reins aided and abetted by PD's 'Mac' McIntosh and Brian Dunn.

Much of our time is spent bringing PD Sonars and PWD's up to speed en-route to sea, however, don't forget us you already out there. Just finished refit? going to Portland? or just a little bit rusty? then give us a call - come ye one and all, bring the whole team and we will sweep away your cobwebs.

Just opposite the monument to DAS1 (Paddy's car) is Asuat 8, this is where we drag ourselves into present day sonar. Leading the charge for 2016 sonar is CPD 'Whiskey' Walker and PO 'George' Pearson. They tell me that they work hard, starting at 0820 and finishing at 2300 daily (I always thought that was a normal working day!!). They also tell me they take it in turns, no wonder 'Whiskey' is always on leave!

Time spent not Casexing is time wasted, as ye old 'Dodger' Long once said to me and 8 have taken up that cry. No time for standeas and meals if you must.

If you at sea require 8 for continuation training then my advice to you is to get your bids in early as it is a very popular trainer, but be prepared for late working.

Looking ahead to the future, 3A looks as though it will get the new life with the birth of the 2050, watch this space.

Dear old Asuat 5 is no longer our concern, with a tear in his eye 'Shiner' Wright, handed over the bus to Foreign Training Section (this was the last straw for old 'Shiner' and he went outside).

Any bids for training, contact PO 'Nobby' Clark, in the Training Planning Office (Sonar) on DRYAD EXT 4320.

DAS 1 WO Paddy Kennedy (WO Steve Will Desig) is keen for you to use the facilities.

Phew, enough from me.

Yours aye,

Pincher Martin.

J C MacLeod
2 Grisedale Close
Lonlevens
Gloucester

Dear Secretary,

My memory was working overtime in town this morning and reminded me to obtain ident photo as attached for my I.D card. My apologies for the delay and my thanks to the "Seamaster" for reminding me of the necessity of having an I.D. card.

Congratulations to all members whose contributions to the "Seamaster" makes it such good reading and well done Editor for a well compiled Journal; and also for the abbreviation code list: Items of interest make sense now.

A big "AHOOY THERE" from the Cotswolds to all those ex serving members whose names raise many memories of happy days in the old "VERNON" and "OSPREY" in their company

As Always

John MacLeod
Ex CPD TASI

HMS PHOEBE
BFPD Ships

Dear All,

Here I am again still smiling and waving the ASW flag. It seems years since I last walked the green meadows of DRYAD. Still, standby, I will be looking for a job next June-July!

My main reason for writing is to say sorry once again for being unable to attend the Dinner and Dance. I know the hard work required to arrange this annual event, so even if I'm on the High Seas I wish you all well and hope to see you all in 1990.

Lastly let me congratulate the Big 5 (as they are all taller than me—who isn't!) for their promotion to W.O.

Keep up the good work, it's nice to know the Seamaster and Association are doing well.

Thanks

Dusty Rhodes

Downs Cottage
Meenstoke
Southampton

Dear W.O. Kennedy,

My Wife and I were very honoured to be asked to your reunion on Friday. We both enjoyed ourselves enormously, and thought that the whole event was marvellously well run and friendly. It was a great pleasure for me to meet again a few old faces and take a beer or two off them! It was heartening to see what good shape the Association is in and also the proportion of those still serving who attended. Long may it flourish.

My course arrives at Dryad on Wednesday next—I hope that the visit will convince the Cavalry half Colonels that the Navy is a hi-tech and very professional place to be! It usually does.

with our best wishes

Guy Liardet
Rear Admiral

CDR D A Phillips R N
HMS Dryad
Southwick

Dear Mr Kennedy,

My sincere thanks to you and your fine Association for inviting me to your Annual dinner last Friday. It was a grand occasion which I was privileged to attend. Please pass on my thanks to CPD and Mrs Brown who were most courteous hosts.

I wish your Association continued success

Yours sincerely

Alan Phillips

6B Wilberforce Rd.
Southsea
Hants
PO5 3DR
3rd November 1989

Dear Mr Secretary,

Firstly, many thanks to you all for the excellent (pardon!!) venue that was laid on for us "oldies" on the day of the Diner & Dance. The guided tour during the afternoon was "blooming good" (cannot spell magnifeescent) and I look forward to meeting all concerned before I'm much older.

Liz (my better half) and I thoroughly enjoyed the evening as well. Our thanks to all concerned. Sorry I didn't get to the last meeting at Vernon - we had an unexpected visit from some Norfolk "based" relatives and before I knew it, it was too late. All being well will see you at the end of this month.

Once again - a big THANK YOU for your attention,

Yours sincerely

Harry Minchin

Pat & Dave Bekker
106 Lower Drayton Lane
Drayton PORTSMOUTH
PO6 2NE
31st October 1989

Mr Chairman, Members of the Committee,

Pat and I would like to thank you for a very enjoyable evening at the annual Dinner and Dance.

Please also convey my thanks to CPD Walton, his session with us was once again very enjoyable. It makes all the difference when a person shows such enthusiasm to us all, even if the time was encroaching his weekend.

The day was thoroughly well organised and Pat and I felt very welcome.

All in all you did an excellent P.R. job as well. It augers well for the future of the Association. Well done.

John (Jan) Reedy, has given me his £2 membership fee. He will shortly get his Passport Photo. I shall hand in the money at the next meeting in November. See, - good news travels fast!

Once again, well done.

Pat & Dave Bekker

6 Drakes Close
Looseleigh
Plymouth
DEVON
PL6 5XL
(0752) 703471

Tues 24 Oct 89.

Dear Mr. Chairman,

I would like to offer my thanks to you and your committee for the excellent organisation, production and direction of the ASWI'S Dinner and Dance evening on Friday 20 October 1989.

I apologise for having to leave early but I had a long drive the following day. I enjoyed Admiral Liardet's 'dit' especially the superb 'sound effects'.

I look forward to 1990.

Many thanks again.

Best wishes

Mike Legg

WO RS(W) C MAYALL
MESS PRESIDENT
WD&SR MESS
HMS DRYAD

Dear Paddy,

On behalf of my wife and myself may I thank you for a truly memorable evening last Friday. Good food, wine and especially the company, made it a night to remember.

Would you please thank PO White and his lovely wife Elaine for the splendid way in which they acted as hosts.

Thank you for the crest; I have left instructions that it be displayed in a position of prominence, that befits this unique gift.

Yours sincerely

Chris Mayall

P Hitchcock
7 Algiers Road
Baffins
Copnor
Portsmouth

Dear Paddy,

Lucy and I would like to thank you for the great evening we had at the Annual Dinner. Our guests too, truly enjoyed themselves immensely.

The evening was successful occasion and a tribute to the hard work expended by both yourself and the committee.

Yours Aye

Paul

Mr B M Jerrard
7 Jubilee Rd
Fordingbridge
Hants

Dear Alan,

The enclosed snippet, of information may not directly be of interest to the later members of the ASWI's Association but I am sure it would certainly interest some of the older members.

Many TASI's both served and instructed on minesweepers myself included, so if they are not already familiar with the TON Class Association I thought this would be an ideal way of passing on the information

Anyone who would like to join the Association could either write to Stu Watley, or write to, The Hon Sec, The Ton Class Association, Amethyst, Lerryn, Lostwithiel, Cornwall.

Perhaps a few old friendships will be re-kindled from the past from sources other than ASW

Yours Aye

Brian (Jerry) Jerrard

By ED

Thanks for the clipping Jerry, unfortunately it isn't possible to reproduce it here in the magazine but if anybody is interested then as well as writing to the address quoted, you may also phone Stu Watley any evening on Salisbury 27630

WHERE'S MY OPPO

SERVING MEMBERS

WARRANT OFFICERS

BACON N E	FNRU	@
BLANCHE R R	CINCFLT	@
BRIERLEY P	MINERVA	@
BROWN S	CINCFLT	@
CAMBURN I R	DRYAD	
CAPEL T P	DRYAD	@
CHENNEL J	PORTLAND	@
DAVISON T	CINCFLT/OUT	
FELL J I R	ROYAL ARTHUR	
HARRISON P	DRYAD	
HILEY D	CAPT PORT	
HARTLEY C	FOST	@
HITCHCOCK P	FOST	@
HOOD D R W	DRYAD	@
KENNEDY P J	DRYAD/FOST	@
LOVEDAY A D	FOF 1	@
NIXON P H	CNSA PORTLAND	
NOBLE A	DRYAD/CINCFLT	@
O'SULLIVAN G G	VERNON	@
OWEN M	ACHILLES/DRYAD	
PARK C D	DRYAD	@
FREECE M	FOF 1	@
RODGERS S	DRYAD	@
WAKEFORD A E	ARIADNE	@
WILL S C	DRYAD	@

CHIEF PETTY OFFICERS

ALLPORT T J	DRYAD	
ASTLEY A J	DRYAD	@
AYLING R J	DRYAD	@
BAKER P R	DRYAD	
BAKEFORD D J	ARGONAUT	@
BATES M R	CUMBERLAND	
BEECHEY C D	NELSON NBOD	
BRIERS C C	JAAC	
BROMLEY J W G	BIRMINGHAM	
BROTHERWOOD D C	INVINCIBLE	
BROWN R	DRYAD	@
BUTLER J P	CLEOPATRA	
BEAN D	KENT	@
CARPENTER G	DNR OUTPORTS	
CALEY H A	DRYAD	
CHARRINGTON L J	RALEIGH	
CHETWOOD J	CCF PORTSMOUTH	
CLIPSTONE P	TAAU SM 2	@
COLLINS M C	EDINBURGH	
CRAIG R C	DRYAD	@
CUMMINGHAM P E	LONDON	@
DAVIS A M	FOF 3	
DOBBLER R	DRYAD	
DREW R J	SHEFFIELD	
DUNCAN R	CDRE MWV	
ENGLISH T	DRYAD	@
ENVY M	HERMIONE	
FOSTER J	FOST	
FLOWER B H	FOST	
FURLONG P K	DRYAD	
GARDENER G	DRYAD	
GEMMILL D J	BRAZEN	@

GOLDING B F	BOXER	@
GORRINGE J M	DRYAD/ALACRITY	
GRAHAM R	YORK	
GRAVETT A N	NORFOLK	
HOWES K L	JUPITER/OUT	@
HUDSON A S	MINERVA	@
HUNT R E	VICTORY	
HUTCHISON J M	COVENTRY	
JOINER P	CNOCS	@
KAY J C	NELSON	
KAY D B	OASHER	@
KILADY J D	CAMPBELTOWN	
LAURIE I	BATTLEAXE	
LARRATT R	BATTLEAXE	
LENTHALL P R F	FOST	@
LEWIS B V	DRYAD	@
LEWIS P L	BRAVE	
LEWIS T R	JAAC	
MAHER P	DRYAD	@
MARSHALL D	DRYAD	
MARSHALL R	DRYAD/ARGYLL	
MARTIN H J	DRYAD	@
McCREADY R C	CORNWALL	
MOORE P	BRILLIANT/FOST	
MORRISON D	DANAE	
NEEDHAM S E	EXETER	
NEWELL R J	LIVERPOOL	
OLDREY B M	DRYAD	
PARRY G R	CHATHAM	@
PEARCE P M	DRYAD	@
PORDAGE T R	DRYAD	@
PROUSE B J	DRYAD	@
QUINTRELL C T	RALEIGH	
RHODES P	PHOEBE	@

RIGBY J W	PENELOPE	
ROBERTS T G	BRAVE	@
RODAWAY R	FENCER	@
SHEPHERD D	DRYAD	@
SIMPSON A J	RALEIGH	
SLATER H	DRYAD	@
SMITH J A	DRYAD	@
TUCKER P	DRYAD/BRILLIANT	@
TUTTY P J	DRYAD	
TWIST P G	DANAE	@
WALKER J L	DRYAD	@
WALSH B D	BEAVER	@
WALTON A	DRYAD	@
WATFORD P	DRYAD	@
WILLIAMS D P	FOST/DRYAD	@
WILDE J M A	COLLINGWOOD	@

ELLY OFFICERS

AINSCOUGH J C	RALEIGH	
ANDREWS M P	AMAZON	@
ANTCLIFFE R A	DRYAD	
ATKINSON D	ALACRITY	@
BAILEY K F	RALEIGH	
BAKER R F	MANLY	
BANNISTER H W	COVENTRY	
BARTLETT C E J	ACHILLES	
BENNETT A	DRYAD	
BENTING P A	ARGONAUT	@
BRETT M	MORFOLK	
BROWN M P	CHARYBDIS	
BROWN T G	JAAC	
BUCKERFIELD	DRYAD	@
BURLEY R E	DRYAD	@
BURTON R B	DRYAD	@
CAMBURN N	BRISTOL	
CANFIELD C J	SHEFFIELD	
CLARK M J	DRYAD	@
CLARKE M T	BIRMINGHAM	
COBRINGTON M B	CORNWALL	@
COSH D	BRILLIANT	
COWLEY M J	JAAC	
CRISPIN A	COVENTRY	@
DAVIES C D	SHEFFIELD	@
DEAKIN M P	PHOEBE	@
DINNAGE S P	GLOUCESTER	@
DOYLE M H	CARDIFF	
DUNN B M	DRYAD	
DUTSON M S	SHEFFIELD	
EDWARDS A D	INVINCIBLE	

EDWARDS K
 ELLIOTT H J
 ELLIOTT P J
 ELLIOTT R E
 FINN T
 FIRTH G J F
 FORRESTER R J
 FORSTER W D
 FROST S R
 GARCIA N
 GLEAVE A E
 GOODFELLOW D J
 GRIFFIN N
 HALLOWES J A T
 HILL P D F
 HOODSON K L
 HOWELL M H
 HUTCHINGS M J
 JARVIS J G
 JONES C W E
 JONES D H
 KELLY A
 LANCASHIRE A J
 LE-MAGE A C
 LEADEN
 LINGER N F
 LOMAS P
 LOYNES M J
 LYONS J
 MADISON S H
 MAKARENICZ R E
 MAHELY G J
 MARCHANT J R W
 MARSHALL L

SIRIUS
 BRAZEN
 EDINBURGH
 G18 NAVAL BASE
 AVENGER
 CARDIFF
 NEWCASTLE @
 CINCFLT
 G12 NAVAL BASE
 ACTIVE @
 ANDROMEDA @
 DRYAD
 CUMBERLAND
 G18
 DRYAD
 SIRIUS
 CHARYBDIS @
 ALACRITY @
 DRYAD @
 BEAVER
 CAMPBELTOWN @
 JAAC
 RALEIGH
 DRYAD @
 CUMBERLAND
 L VDON
 RALEIGH
 DRYAD @
 BROADSWORD
 AMBISCAD
 SHEFFIELD
 DRYAD
 DRYAD
 DRYAD @

MAULE K H
 MCCARTHY D P F
 MCINTOSH N A
 MCLEAN W
 MCLEOD I C
 MERCER I L
 MIDDLEMAN G
 MOSS A R
 MORTIMER M C
 MOSS K G
 MULDOON I
 MURRAY A R
 MYATT A J
 NEESON E
 NELSON J
 OGGIANNI S
 O'SHEA M P
 PACKER R T
 PEARSON R D T
 PHILLIPS W J
 PINCH A
 POWLEY M K
 QUATE W T
 RAW A
 RADFORD J
 RICHARDSON G A
 RICHES R M
 RIMMER R R
 ROBINSON J
 ROBINSON J P
 ROLFE C
 ROOKE J W
 ROWE S M
 SADLER N B

DRYAD
 CLEOPATRA
 DRYAD @
 AVENGER @
 BRAVE
 ARGONAUT @
 BEAVER @
 PENELOPE
 CUMBERLAND
 CORKWALL
 DRYAD
 ARGONAUT
 GLOUCESTER
 JAAC
 YORK
 CAMPBELTOWN
 MANCHESTER
 LONDON
 DRYAD @
 GLASGOW
 DRYAD
 BRAVE
 NEPTUNE
 RNR TAY
 CHARYBDIS
 ARIADNE
 CHATHAM
 CAMPBELTOWN @
 JUPITER @
 MANCHESTER
 GLOUCESTER @
 RALEIGH
 CHARYBDIS
 ANDROMEDA

DICKIE FISHER	ST LEO'S ON SEA	
PETE GODFREY	FARLINGTON	
POP GLADWISH	GOSPORT	
JIM GREEN	NORWICH	@
JIM GREEN	STAMSHAW	@
FLASH GORDON	COSHAM	
J HEPBURN	HAVANT	
BERT HEAVER	WATERLOOVILLE	@
SPIKE HUGHES	TUNBRIDGE WELLS	@
IAN HARPER	SOUTHAMPTON	
CHARLIE HAYDON	CREDITON	@
TED HUNT	TAUNTON	
CARL HAYMAN DEM	WORCESTER	@
PETE HARLING	PORTSMOUTH	
RAY HAWGOOD	BRIDPORT	@
BILL HILL	GOSPORT	
PAT HERBERT	CHICHESTER	@
RON HODDEN	TITCHFIELD	@
DOUG JACKSON	CAPETOWN	
JIM JACKSON	SOUTHSEA	
JERRY JERRARD	FORDINGBRIDGE	@
GEORGE KENNEDY	GLASGOW	@
JAKE LAKE	CUMBRIA	@
RON LYNN	SOUTHSEA	
BILL LISSAMER	FAREHAM	
DODGER LONG	GOSPORT	@
FRED LE-MAGE	STORRINGTON	@
GERRY LEAR	LIVERPOOL	@
MICK LEGG	PLYMOUTH	@
BOB LOFTUS	BEDHAMPTON	
J R C LEWIS	PORTSMOUTH	
HARRY MINCHIN	SOUTHSEA	@
JOHN C McLEOD	GLOUCESTER	@
JERRY MOULSON	COWPLAIN	

SAM McCOMBE	GOSPORT	@
J W MOTT	SOUTHAMPTON	
REG MADGE	HORNDEN	@
S G McINTOSH	LOWER KINGSWOOD	
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GEORGE MORRALEE	CHICHESTER	@
D G MacPHERSON	GOSPORT	
PEGGY NEAL	WEYMOUTH	@
BOB NICHOLS MBE DEM	GUILDFORD	@
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BARRY PRICE	LEE ON SOLENT	
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ALAN QUARTERMAINE	BANBURY	@
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TED ROWE	GOSPORT	
JOHN REEDY	DRAYTON	
Mr RISHMAN	BOGNOR REGIS	@
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TED ROBERTS	GOSPORT	
L RIDGEWAY (ex SD1)	REDCAR	
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N M SHOULS
R THOMPSON
R TAYLOR
REG TOWNLEY
T TEMPLETON
K THOMS
FRED THORPE
MAURICE TRENGOE
BEN TRAVIS
R J WARD
T WARD
K WALK
WRAGGY WRAITH
JOHN WHITEHEAD
MICK WORSEY
SHINER WRIGHT
PHIL WRATTEN
CHRIS WYNN
T WRIGHT
BUNGY WILLIAMS
BRIAN WEST (BANJO)
BOAFY WATSON
SHINER WRIGHT
BUNGY WILLIAMS

SUTHERLAND @
PORTCHESTER
LEE ON SOLENT
ALVERSTOKE
SOUTHPORT
COSHAM @
MANCHESTER
WATERLOOVILLE
GROBY @
POOLE @
SITTINGBOURNE @
WATERLOOVILLE
CUMBRIA
PAULSGROVE
PURBROOK
WATERLOOVILLE @
SENINGTON
SOUTH LANCING
READING @
GOSPORT
BELPER
PLYMOUTH @
CUMMLYNFELL
LEE ON SOLENT
GOSPORT @
I. O. W. @

CONGRATULATIONS

The following have recently been selected for promotion to CPD(OPS)(S) in 1990 and we wish them all the best for the future.

Stirling Moss	Cornwall
Mick Dutton	Sheffield
Knocker White	Gravad
Bob Forrester	Newcastle
Martin Powley	Brave
Bungy Edwards	Sirius
Dicky Antcliffe	Liverpool
Brigham Young	RY Britannia
Pete Sully	Broadsword
Pete Stankevitch	Gibraltar
Bob Worsley	Ark Royal
Col Stevens	Newcastle

Don't forget to apply for your ASWSC Study Guides, there's plenty left!

COMMON ABBREVIATIONS

ACINT	Acoustic Intelligence
ADAMS	Action Data Automated Weapon System
AIO	Action Information Organisation
AOC	Applied Oceanographic Centre
AQUAT	Anti S/m Universal Attack Teacher
ATUD	Anti S/m Warfare Director
ASWSC	Anti S/m Warfare Sensor Co-ordinator
CARIS	Computer Assisted Action Information System
CACS	Computer Assisted Command System
CBT	Computer Based Trainer
CMS	Command Management System
CTT	Command Team Training
EQ	Equipment Qualification
FOAS	Fleet Operational Analysis Staff
FTM	Fleet Temporary Memorandum
JAAC	Joint Acoustic and ASW Centre
JOT	Junior Officer Training
MPA	Maritime Patrol Aircraft
MTLS	Magazine Launched Torpedo System
NSA	Naval Staff Author
PCD	Post Course Discussion
PJT	Pre Joining Training
PSC	Passive Sonar Controller
PSD	Passive Sonar Director
PWO(U)	Principal Warfare Officer(Underwater)
SAGE	Ships Acoustic Gathering Equipment
SAFERON	SAGE Analysers of Frequencies From Radiated Oceanographical Noises
SC	Sonar Controller(Active)
SLUTT	Ship Launched Underwater Transponder Target

SMOPS	School of Maritime Operations
STWS	Shipborne Torpedo Weapon System
WPE	Written Provisional Examination
WPP	Weekly Practice Programme
XBT	Expendable Bathythermograph
XSV	Expendable Sound Velocity

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OUT, DISCOUNT TO ASSOCIATION MEMBERS ON PRODUCTION OF
MEMBERSHIP CARDS AVAILABLE ONLY AT THE SHOP IN
TITCHFIELD VILLAGE

TH' THATS ALL FROM ME FOLKS